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Office of Aviation Safety - Central Region

Date: October 3, 2025

Subject: CEN25LA383

Contact: Michael Harrison, Quad City Aircraft Corp

Mr. Harrison provided insights for the investigation when provided basic circumstances of the accident.

He responded that, "[i]f this was a pre-buy flight, I would be looking into whether the PIC had received any transition time in a Challenger or similar LSA design. These lighter aircraft are much different than most general aviation aircraft. They require more skill than what is required for a Cessna. Sometimes people assume that they can fly another plane because of their experience in other craft. They may mistakenly believe that all aircraft fly the same. They perceive Light Sport Aircraft as 'toys' and assume they can fly them without getting checked out."

"Light weight, pusher style aircraft have several differences that are important to know before flying this type of aircraft. While Cessna's are a very stable platform, most aircraft require appropriate rudder input in the climbing phase of flight. That is to say that extra rudder input is required when climbing to altitude with a high angle of attack and a high-power setting. This is very common with lots of aircraft. There is always some p-factor and torque present in normal, unaccelerated, straight and level flight as well and most airplanes deal with this by installing a trim tab on the rudder to reduce yaw tendencies. The rudder trim tabs are deflected to neutralize yaw at one specific cruise speed. When operating above or below the normal trimmed speed, the pilot is required to put in appropriate rudder input for that phase of flight. I have seen aircraft where the builder or owners have the trim tabs installed incorrectly on the back of the rudder. I have seen where they have the tab deflected the wrong direction and I have seen where the trim tab has been installed with the leading edge of the trim tab on the wrong side of the trailing edge of the rudder. The trim tab is

actually a convenience item which is used to hold the rudder at the given speed so that the pilot doesn't need constant input at the given cruise speed."

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